



## MEMORANDUM FOR RECORD

**Douglass Brazy**  
**Air Safety Investigator**  
**Eastern Region Aviation**

**September 14, 2017**

---

**Subject:** ERA17MA316 – Telephone Interview with Guy Randell, Air Methods Corporation (AMC) Pilot who flew N146DU on the previous flight. Present were Mr. Randell, Matt Rigsby (FAA), Jason Quisling (AMC), Doug Brazy (NTSB)

Mr. Guy Randell Interview:

Mr. Guy Randell is/was employed by Air Methods Corporation in August of 2016 and is assigned as a pilot for Duke Medical Center, at the Smithfield, NC. Base.

Mr. Randell is a Commercial Rotorcraft pilot with an instrument rating, and a second class medical. With and approximate amount of 3,000 total hours of flight time. He has a military background with the British Royal Navy as a Sea King pilot, has Robinson R44/22 time and is fixed wing rated as well.

Mr. Randell received his transition training to the EC-145 in August of 2016 and has accumulated somewhere between 200 to 300 flight hours.

He is also qualified on the EC-135 and has between 50 to 60 hrs.

Mr. Randell was the night shift pilot for N146DU on the evening on 9-7-17 to 8 am on 9-8-17.

Mr. Randell stated the on the night of 9-7-17, the crew had interfacility transport from Lumberton, NC, then to Duke Medical center, then returned to the base in Smithfield NC. Total flight time was approximately one hour and 50 minutes. The flight was unremarkable and no anomalies with the aircraft or flight were reported.

At the Hospital in Lumberton, NC the aircraft was shut down while the medical crew prepared the patient for transport.

The only write ups in the logbook were for the pilot inspection of the engine mounts and inspection of the fuel valve.

Upon return to the base, the aircraft was landed on the Heli-wagon and pulled into the hanger. No anomalies, or fuel or oil was observed dripping from the aircraft.

Mr. Randell was asked to describe a scene flight.

Mr. Randell stated he approached the scene would circle the scene, looking for his personal 5 S's

S -Size

S - Slope

S - Surface

S - Surrounds

S - Shape

Mr. Randal would always be in communication with the LZ commander, and himself and the crew are constantly looking for hazards, wires, trees, and obstructions.

Mr. Randell stated that typically they would perform a "hot load" (load patient with aircraft running) and that an average ground idle time he would be approximately be ten minutes.

Mr. Randell would communicate through the Duke communications center.

Mr. Randell's shifts consisted of three days and 4 nights, 7 days on 7 days off. He would work days Monday through Wednesday, and nights Thursday, Friday, Saturday, and Sunday. He was on the first night of his 7-day shift.

Mr. Randell performs the AMC risk assessment form for each flight, he reviews the score with the medical crew and explains how he got the score.

Mr. Randell stated communicates with the crew well and is always of the believes in the "three to say Go, one to say No" philosophy.

Mr. Randell stated the he gets along with all the crew and has a good relationship with everyone. He talks with the mechanics and helps them clean the aircraft if able.

Mr. Randell stated he has never felt pressured to take a flight by Duke, a crew member, or AMC.

Mr. Randell state that a typical fuel load from their base would be approximately 160 gals of fuel to give them a good range for the helicopter. He does not recall the exact fuel load, when he turned the aircraft over the Mr. Burke (accident pilot) on the morning of September 8, 2017.

Mr. Randell stated that he was not aware of, and Mr. Burke did not express any signs of stress, other than they had had discussions about the settling of Mr. Burke's Fathers estate with his sibling brother. Mr. Burke told Mr. Randell he was relieved to be done and settled with it.

Mr. Randell stated there are four pilots assigned to the base in Smithfield, and Two mechanics.

Mr. Randell stated that Jeff acted as the Safety officer for the base and if he had any concerns, he felt at ease talking to Jeff or the Duke Lead pilot.

Mr. Randell stated that AMC policy for flights to fly at least 1,000 ft altitude, and they typically would fly at 2,500 depending upon patient needs.

Mr. Randell is aware of the AMC anonymous reporting system.

Mr. Randell asked, if there was anything on the aircraft recording system and NTSB responded the device was retrieved and was in the lab in DC.

Mr. Randell was provided the contact information for NTSB Transportation Disaster Assistance personnel, and Matt Rigsby FAA.

-End-